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THE BARNACLE

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JANUARY 21 - FEBRUARY 10, 1993

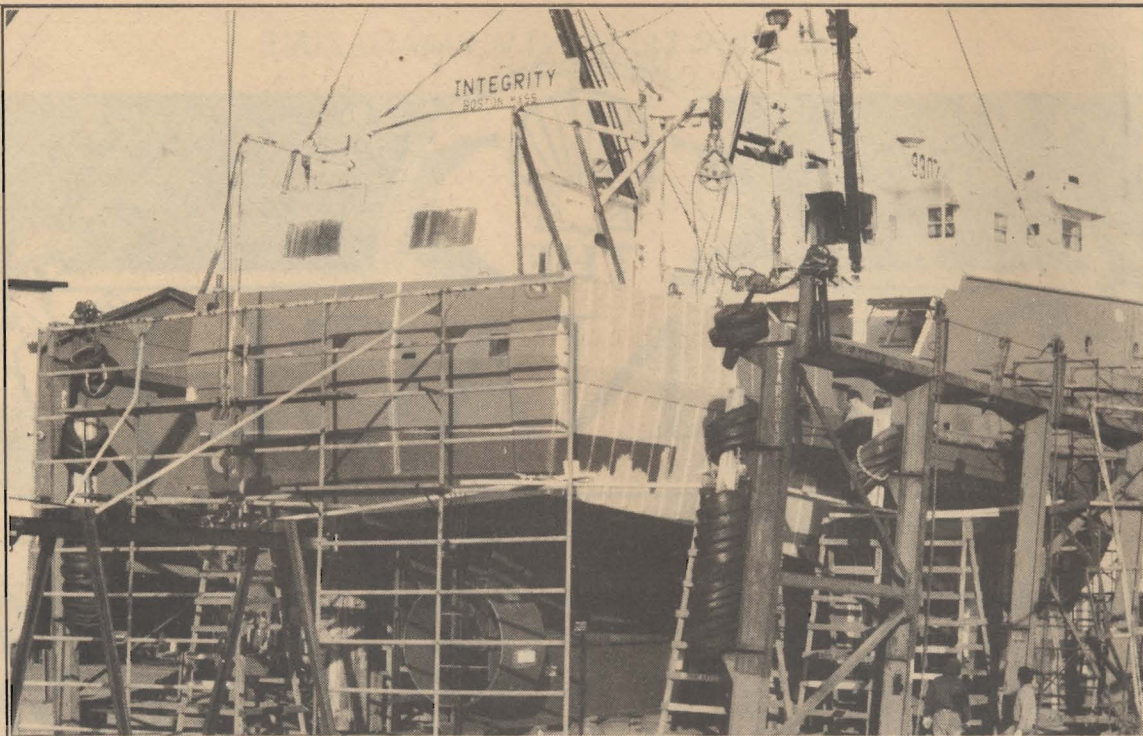


Photo By John Ryan

The former fishing vessel Integrity was up on the rails at Norlantic Shipyard getting overhauled to become the F/V Megan Elizabeth. The new owner of the vessel is Capt John Montfort of New Jersey.

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LETTER FROM THE EDITOR

As we enter the new year, we here at the Barnacle Magazine are working hard to bring you the latest in news and issues that confront this changing industry. It is going to be a demanding year for everyone in the industry when the management plans get implemented.

We also are extending our service of information via the telephone system. We have just begun a pay-for-use seafood price information line which will provide all the details of the morning's auctions at the Exchange Building and other news. We did it because the industry needs the information and does not get it elsewhere. The new "976-FISH" telephone service comes on the heel of a new price faxing service called FAXNET which we kicked off in late December.

So we will continue to do our part to keep you informed of the confusing world of regulations and market information. I welcome your comments.

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We welcome guest columns and press releases.
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THE BARNACLE

Photo by John Ryan: Terry from Terry's Chain Bags takes a moment from his busy work at his Pope's Island shop for a Barnacle cover photo. His firm specializes in manufacturing chain bags on a moments notice.

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Ship to Shore..... *messages from offshore and home*

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of Nantucket
Jan 28th

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NICK PARISI
Feb. 4

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Ray Canasta
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January 30th

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Deadlines are the first and third
Friday of each month for the
preceding issue.

**NEXT ISSUE MESSAGES FOR
PERIOD**

Feb 11 - Feb 24

**DEADLINE FOR THESE
MESSAGES IS FEB 5**

Baker Books



Booksigning

Saturday, Feb 6, Noon to 2pm

Reassurance: Should I Worry About My Heart Skipping Beats?
by Peter John Raposo

A Fall River native now living in Tiverton, Mr. Raposo, 28, reveals the emotional difficulties encountered when he was told by his physician that his heart skipped beats. Although a physician may tell a patient not to worry, that this is a common condition, Mr. Raposo says there is often a lack of information about how to cope with this benign affliction. The book gives the reader a sense of understanding as well as techniques and foods which made a difference in Mr. Raposo's Life.

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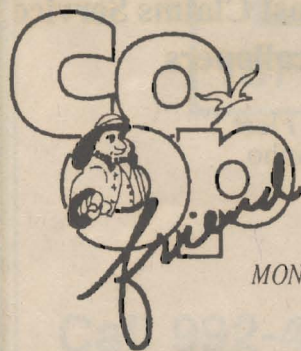
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Council Approves Groundfish Plan For Public Hearing They Add Alternative With No Moratorium

*Written By John K. Bullard, Director of Fisheries Representation,
New Bedford Seafood Co-Op*

After hundreds of hours of strenuous debate, the New England Fisheries Management Council has finally approved a draft Amendment 5 to the Groundfish Management Plan. They took this long awaited action at the January meeting in Danvers. Public Hearings could be held as early as March. Responding to strong opposition from the industry, the Council added a fourth alternative that would combine the three area management plan with a provision eliminating the moratorium.

This brings the fourth alternative much closer to the position taken by New Bedford fishermen acting through the Co-Op Groundfish Committee. The Co-Op position favors the three area alternative because it alone recognizes that southern New England must be managed differently from Georges Bank and the Gulf of Maine. Our position supports this alternative but advocates removal of the moratorium. We argued that the overall quota contained in the plan provided a fail-safe mechanism to the effort reduction provision and this made limited access unnecessary. Determined as they were to impose a moratorium, the Council finally agreed with this argument by an unexpectedly overwhelming 16 - 1 vote.

We will review New Bedford's position after the public hearing document has been prepared. While

we still have some differences of opinion, it is encouraging to see at least one of the alternatives respond to our suggestions. It is important to note however that the Council prefers an alternative that would regulate southern New England the same as the Gulf of Maine (with 6" mesh) and would limit access to the fishery. In other words there is finally a home for us to go, but we're not there yet.

The Council also approved a provision offered by Jim McCauley of Point Judith that would weaken the moratorium provision in the preferred alternative. This would impose in year 4 a 1-year time delay to obtain a permit to groundfish. This is an improvement that we should acknowledge. Jim McCauley also succeeded in adding a provision that would allow fishermen with a history of small mesh fishing to carry

more than one mesh on board with certain conditions.

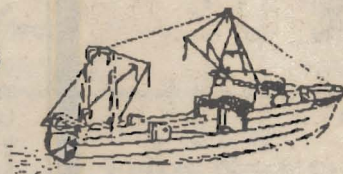
Before the full vote on the Amendment the Council heard a summary of the projected economic impact. Two conclusions were clear. The first and most important is that any of the alternatives is significantly better over the long term than no action. The second is that gillnetters are more adversely affected than trawlers.

The final vote was climactic. There had been much talk about the erosion of support for the draft Amendment. There were certainly some people who didn't like the plan but felt sending it out to public hearing was their only option; they considered going back to square one as too painful. Most people projected a close vote. The final vote was 14 - 3. I read this not so much



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as support for the plan as support for the public's turn to be heard. In addition to the Co-Op meeting that we will have in New Bedford, there will also be an Industry Advisors meeting, although at press time it had not yet been scheduled.

On other matters the Council heard a brief progress(?) report on scallops. Public hearings are planned for February. The Council will request an answer from NMFS on the Northeast Atlantic Swordfish Net Association's request for an experimental fishery. The Council supports the proposal as a way to reduce marine mammal bycatch in a gear that potentially has many advantages in terms of size selectivity. The Council also approved a scoping document for monkfish. Early indications are that this species is under strain and should be protected by a fishery management plan. This

is the first step. The monkfish committee has distributed a voluntary gear conflict resolution. They hope that if enough vessels voluntarily subscribe to it, we can avoid a formal government action. If you have received this resolution in the mail, please sign it and return it. If you have any questions on it, please call me. It would be good to show that fishermen can work out gear conflict issues by themselves without interference by the government.

Lobster

The Council spent about a day on lobster issues. The industry has submitted a 12-point plan to reduce overfishing. Point 12 says, "No lobsters may be landed that have been harvested using the otter and beam trawl (dragging) method of fishing or other mobile gear." Representatives of the Maine Lobstermen's

Association acknowledge that this is an extreme position. Their real objective appears to be preventing an increase of fishing effort on lobsters by draggers forced out of groundfishing by the new management plan. We will meet in Portsmouth on January 25th to try to work out compromise language. If you have comments on this issue, please let me know before then. I can be reached at 993-9926.

Lastly, Dr. William Fox attended the 2-day session in Danvers. He is vigorously campaigning to keep his job as Director of NMFS and Assistant Administer for Fisheries in NOAA. But in case he doesn't, President Bush gave him career status as Deputy Assistant Administrator for Fisheries. In political circles this is called "burrowing in." Known for his scientific abilities, Dr. Fox is showing he's a politician as well.

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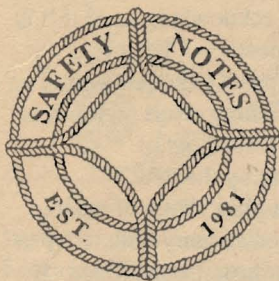
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by
Richard C. Hiscock

PART TWO

Advisory Committee Approves Revised Licensing Plan

This week we will complete our review of the "revised" licensing plan adopted by the Commercial Fishing Industry Vessel Advisory Committee at its meeting last month in New Orleans. In the last issue we covered the basic licensing requirements, training by third parties, age requirements, manning and experience requirements.

CHARACTER AND HABITS OF LIFE - along with physical requirements - was one of the most difficult issues for the working group and the CFIVAC to deal with. But in the end it was agreed that operator of a commercial fishing vessel should be subject to the same requirements as holders of other Coast Guard licenses, such as:

FBI record and National Driver Registry check would be required to verify criminal information supplied on the application.

Fraudulent application. Failure to complete an application truthfully can in itself lead to a determination of fraud and subsequently lead to the voiding of any license issued under an application.

Dangerous drug offenses. The Coast Guard has the authority to deny a license to any individual who has been convicted of a drug law violation within 10 years preceding the date of application, or who has ever been a user of or addicted to the

use of a dangerous drug, including marijuana.

DWI/DUI. Conviction for DWI/DUI are considered to be more than minor traffic violation and reflect unfavorably on the applicant's suitability to be entrusted with the duties and responsibilities of a license.

Factors that the Coast Guard will consider when reviewing the information regarding an individual's past will include - the type of offense; the number of offenses; the recency of the offenses; the age at which the offenses were committed; any evidence of "career criminal" status; and, relevancy of the offenses to the issuance of the license.

(See grandfathering section for more information.)

CHEMICAL TESTING as required by Federal law - pre-employment, periodic, serious marine incidents, reasonable cause and random, would be required for license holders, and for unlicensed crewmembers involved in the operation of the vessel.

REGENCY of sea service. Three months of qualifying service within the three years immediately preceding the date of application.

PHYSICAL REQUIREMENTS. The existing standards for applicant's vision, color sense, and general physical condition would be applied.

RENEWAL. A Coast Guard license is

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issued for five years, and can be renewed by submitting evidence of continued eligibility, including a refresher course on personal survival, stability and Rules of the Road.

Existing Licenses:

Master of vessels 200 gross tons or less must be appropriately endorsed to operate fishing vessels commensurate with the tonnage on the existing license. Applicant must complete a personal survival course.

Operator of uninspected passenger vessel, Mate on vessel of 1600 gross tons or less must meet the requirements for an original license. Master of vessels over 200 gross tons, and unlimited Mate are considered to be equivalent for service on commercial fishing vessels less than 200 gross tons.

Initial Implementation

Upon publication of the implementing regulations, there would be a seven year period during which commercial fishermen would be required to comply with the new provisions and be licensed to perform the duties and functions as Master of commercial fishing industry vessels.

Individuals will be able to submit an initial application. The Coast Guard will acknowledge receipt of the application with a letter called an "Application Acknowledgment". The Application Acknowledgment will allow the fisherman to operate vessels for a specified period of time. During that period of time the fisherman must obtain a certificate indicating that he or she has successfully completed an approved training course.

By the end of the implementation period all fishing vessel operators will be required to have an Application Acknowledgment or a Coast Guard license.

To continue serving as a Master of a commercial fishing vessel beyond the expiration date of the Application Acknowledgment the individual must receive a license. The expiration dates of the Application Acknowledgments will be managed so as to spread the work load out over a five year period. Incentives will be developed to encourage operators to apply early during the phase-in period.

Each application must be accompanied by a self-certified sea service form, or a letter from the vessel operating company (or companies) certifying the name(s)

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and official number(s) of the vessel(s) served on.

GRANDFATHERING. Individuals obtaining a license during the seven year implementation period for the licensing of fishing vessels operators would have to meet the following requirements -

Master of fishing vessels less than 79 feet - 360 days as person in charge on fishing vessels.

Master of fishing vessels less than 200 gross tons, 79 feet or more - 720 days as person in charge on fishing vessels, with at least six months of the time on fishing vessels over 79 feet.

Training - Third party training would be limited to: personal survival, stability, Rules of the Road, first-aid and CPR.

Character and habits of life - Lack of recent convictions is clear evidence of rehabilitation, especially if the applicant has had time to prove rehabilitation. "Application acknowledgements" will allow the individual with past criminal convictions to operate fishing vessels for an additional period of time, a minimum of two years. During this period if the applicant shows no subsequent conviction this will be acceptable as evidence of reform..

Certain crimes - such as crimes against national security, capitol or first degree murder, crimes of violence such as rape or assault with a weapon, career criminal, and importation of drugs - are so serious that the applicant must be evaluated to determine fitness to hold a license. The purpose of the evaluation is to keep the hard core and habitual criminal from receiving a Coast Guard license and give the reformed criminal the opportunity to make a living. An applicant who has no criminal conviction within ten years before applying, and has not be

incarcerated for the previous five years will normally be granted a license.

Applicants must be up-front and truthful concerning their past history. If an applicant has a tainted past, he needs to show evidence to the Coast Guard that he can be entrusted with a Coast Guard license. Submitting a fraudulent application will only hinder his opportunity to receive a Coast Guard license.

Recency. No requirement for recency of service during the 'grandfathering' period.

Physical requirements during grandfathering period.

Color vision. Applicants with color vision problems would be limited to operation between sunrise and sunset
Vision. Applicant's corrected vision in the better eye is at least 20/40 and whose uncorrected vision in the better eye is at least 20/400.

Hearing. Applicant possess an average threshold of more than 40db in each ear at 500, 1000, 2000, and 3000 Hz and/or functional speech discrimination of at least 90% at 55db in both ears with the use of a hearing-aid.

Reminder On The SNPRM Comment Extension

The comment period on the Supplemental Notice of Proposed Rulemaking (SNPRM), discussed in previous issues of SAFETY NOTES, has been extended 60 days to 28 February 1993. Comments may be submitted in writing or you may call a special 800 number established by the Coast Guard for this rulemaking: 800-282-8724. Call this number 24 hours a day, seven days a week up until the close of the comment period on 28 February 1993. Address your comments and concerns to: Executive Secretary, Marine Safety Council, Commandant U.S Coast Guard (G-

LRA-2/3406), 2100 Second Street SW, Washington, D.C. 20593-0001 - Refer to docket number: CGD-88-079a. If you have not received a copy of the SNPRM contact the District Coordinator at the number below.

For Further Information

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203- 468-4400); or, LT(jg) Paul Arnett, MIO New York (212-668-7810).

Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

New 976-FISH Telephone Service Provides Fish Price Information At Any Hour

A new telephone service, developed by the publishers of the Barnacle Magazine will now make the daily auctioned fish and scallop prices available 24 hours a day, seven days a week.

FISHLINE is a pay-for-use service available for anyone using a private telephone line. It features the results of the auctioned activity at the New Bedford Seafood Exchange such as what vessels are in port, who

they sold to and what the average prices of seafood are. Customers will be charged 85 cents a minute through their own phone billing system.

"The telephone number is easy to remember at 1-976-FISH (3474) and will feature a lot of information that the industry needs on a daily basis," said publisher Gary Golas.

The telephone service is only available for those dailing from

within the 617 and 508 area code region and from private phones. Those dailing from pay phones and cellular telephones cannot connect with the service at this time due to billing constraints by New England Telephone.

"The service is an extension of our faxing service we started in December," said Golas. "We hope to include Boston and Portland prices in the near future as well."

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

December 11, 1993/ 5:12am

The F/V Betty Ann notified Woods Hole Coast Guard Station that they were taking on water, the lazarette had flooded, the master feared that the vessel would sink rapidly. The vessel was 10 miles east of Chatham. A Coast Guard Helicopter was launched immediately to hoist the people on board and the Coast Guard Cutter Forward was diverted from the Hague Line. When the helicopter arrived on the scene, the F/V sank and all eight crewmembers were in the water. A rescue swimmer was deployed and the men were hoisted out of the water and brought to shore. Three crewmembers required hospitalization.

December 10, 1992/ 7:49 am

The Coast Guard Cutter Forward monitored the 60' New Bedford Scallop, F/V Victor approximately 2100 yards across the Hague Line fishing. The vessel was intercepted, boarded

and the catch value was determined to be \$3,500.

However 2200 lbs of scallop shell stock on deck comprised approximately \$550 of that amount. The cutter was not given a request to seize the catch, but was directed to issue a violation.

December 11, 1992/ 1:45 pm

The Coast Guard Station in Woods Hole received a report that a person spotted a flare from the Fairhaven/New Bedford Bridge. The Fairhaven Police also received four reports of a flare in the vicinity of Fort Phoenix. The New Bedford Harbor Master and New Bedford Police searched the harbor with no results. A Coast Guard Aircraft was diverted to assist in the search. There was no response to urgent marine broadcasts and no other distress reported in the area.

December 13, 1992/ 3:00 am

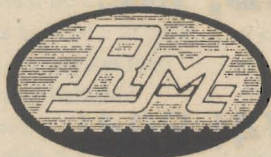
Coast Guard Operation Center had been tracking numerous 121.5 signal solutions coming

from the vicinity of Chatham ever since the F/V Betty Ann sunk on December 11. An aircraft was launched to locate the signal source. Once on the scene the pilot was able to hear a weak signal, but unable to find its location. There was no vessel traffic in the vicinity of the alert. Further passes failed to detect an active EPIRB signal. There were no other vessels sighted in the area and no other reports of distress.

December 14, 1992/ 5:00 pm

A Coast Guard Helicopter, while returning from a logistics flight from Nantucket, picked up a 121.5 EPIRB signal coming from a beach area on the eastern tip of Martha's Vineyard. The helicopter crew recovered a 406 EPIRB and the information on the EPIRB indicated that it was activated by the crew of the F/V Betty Ann which sank on December 11.

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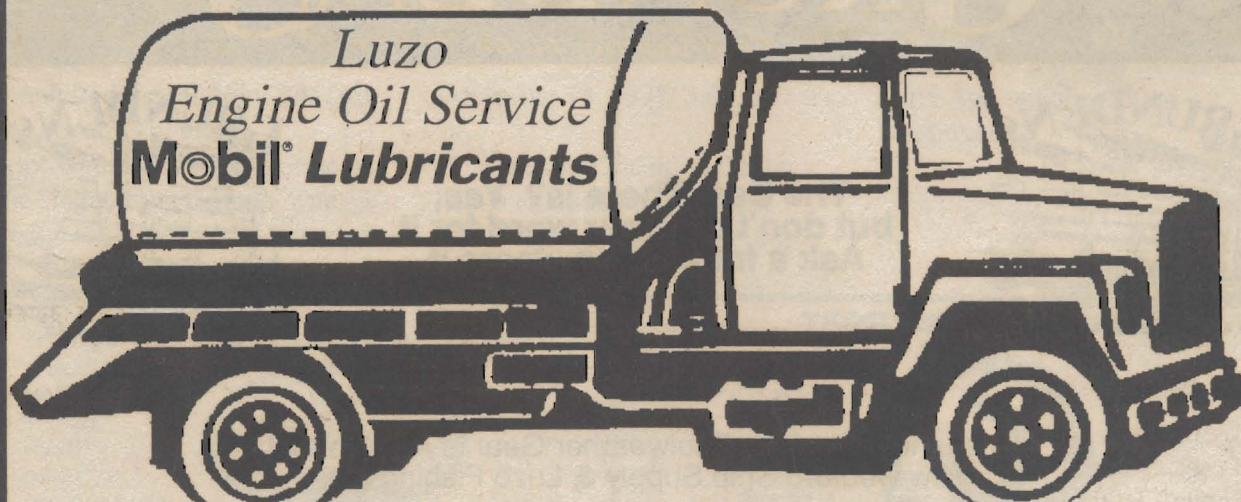
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Monday, January 4, 1993	F/V Midnight Special 9 vessels in port	4,500 lbs Channel	\$6.25	Parisi Seafoods
Liberty Viking Queen	Commodore Paul Michelle	Hawk Drake	Perserverance Contender	Fearless
Tuesday, January 5, 1993	No Vessels At Auction	4 vessels in port		
Traveler	Alpha Omega	Warrior	Settler	
Wednesday, January 6, 1993	No Vessels At Auction	5 vessels in port		
Kathy Marie	Linda	Invincible	Act II	Endeavor
Thursday, January 7, 1993	Atlantic Gem (inventory)	7,600 lbs Channel	\$5.95	Northern Wind Seafoods
Zibet	Harmony	4 vessels in port Andrea jean	Poseidon	
Friday, January 8, 1993	Atlantic Gem (inventory)	10,700 lbs Channel	\$5.50	Marlees Seafoods
		4 vessels in port		
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Monday, January 11, 1993

Atlantic Gem (inventory) 11,000 lbs Channel \$5.00 Eastern Fisheries
F/V Michigan 11,000 lbs Channel \$5.00 Bergies Seafood
22+ vessels in port

Majestic
Elizabeth Niki
Frontier
Seafarer

Tropico
Viking
Patriots
Ambassador

Sea Ranger
Michigan
Midnight Sun
Bountiful II

Victor
Endurance
Bell
Zelia

Celtic
Patience
Prospector
Luzitano

Diligence
Yankee Pride

Tuesday, January 12, 1993

F/V Lady Cheryl 4,600 lbs Channel \$5.30 Marlees Seafoods
5 vessels in port

Canton

Venture

Sonia Nancy

Man O War

Traveler

Wednesday, January 13, 1993

No vessels at auction

3 vessels in port

Courageous

Tradition

Chief

Thursday, January 14, 1993

No vessels at auction

8 vessels in port

Guidance
Poseidon

Northern Edge
Kris Amy

Theresa R II
Acores

Odyssey
Paul Michelle

Friday, January 15, 1993

Atlantic Gem (inventory) 7,200 lbs Channel \$4.75 Eastern Fisheries
Atlantic Gem (inventory) 8,000 lbs Channel \$4.75 Eastern Fisheries
5 vessels in port

Independence

Rainbow

Act III

Mathew J

Mary Ann

* The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be in port within that date period. The list of vessels should also not be considered to be a complete list of vessels in port.

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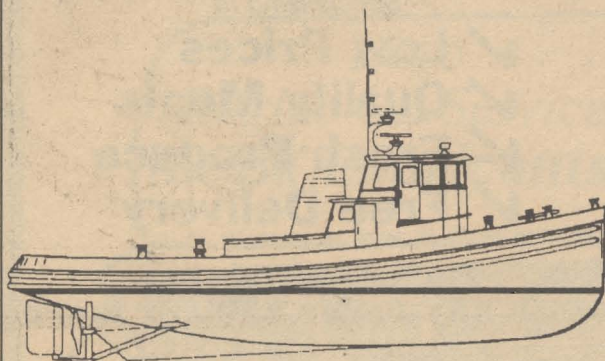
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Mass. Maritime Academy February 1993 Fisheries Program Schedule

- | | |
|----|---------------------------------------|
| 6 | 102A Introduction to MS-DOS |
| 6 | 201B Basic Chart Navigation |
| 6 | 504A Gillnetting |
| 13 | 202B Loran C & Navigation |
| 13 | 103A Intermediate MS-DOS |
| 13 | 405A Marine Hydraulics Systems |
| 13 | 506A Lobster Gear-Wood |
| 13 | 109A Tax Considerations for Fishermen |
| 20 | 306A CPR Recertification |
| 20 | 502A Skiff Trawling |
| 20 | 507A Wire Splicing and Seamanship |
| 27 | 101B Intro. to Personal Computers |
| 27 | 304B CPR Basic |
| 27 | 201C Basic Chart Navigation |

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

Seven long hard years ago, Offshore Mariners Association presented a one page Conservation and Sea Scallop Resource Management Plan that industry could accept, endorse and support.

It was unacceptable, in my and some others opinion, because industry had the audacity to suggest a Sea Scallop Management Plan, that was simple and acceptable to the New England Sea Scallop industry.

Seven long, hard years have passed with No Plan! The industry as a whole, is disgusted and discouraged, with the condition of the fishery today.

Today, however, we can take heart, because there is now a Draft (not a plan) "Supplemental Environmental Impact Statement, Amendment #4, Sea Scallop Fishery Management Plan."

It's something to read and look at, 270 pages of writing and graphs!

Will the average working New England Sea Scallop

understand it? With all due respect, I doubt it. Parts of the Puzzle, yes, but it's 270 pages, probably all to be accepted, not sections by the Fisheries Management Council when they have to VOTE on it or back to discussion.

Many of the Council today and over the years have tried to come up with a Plan acceptable to all members of the sea scallop industry that was truly Conservation with Resource Management, but time steadily marches on and in the last seven years the industry resource has been depleted on a continuing basis.

Phil Coates, has tried hard, both as Chairman and member over the years to put together a management-plan suitable to all. The constant delay and non-acceptance cannot be laid on his shoulders.

I have more to say, but duty calls and I must read the plan, particularly to read again those paragraphs I have difficulty with, and there are many.

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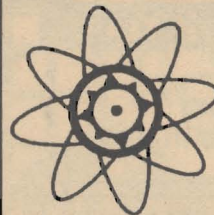
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DRAGGER LANDINGS



Alem Mar 10,000/ Chain 30,000/ Isabel S 15,200/ Rams 8,700/ Ana Palmira 8,000/ Caravelle 19,500/

Barcellana 11,900

TOTAL 103,300 lbs

January 4, 1993

Monday

300 lbs
58,000 lbs
12,000 lbs
400 lbs
400 lbs
7,500 lbs
400 lbs
25,000 lbs

Haddock 1.00
Cod Whale 1.20 / Large 1.20-1.35/ Markets 1.20-1.30/ Scrods 1.04-1.25
Georges Large BB 1.40-2.00/ Small Blackbacks 1.20-1.65 / PW 1.00
Channel Flounder Large 1.00/ Small Blackbacks .80
Dabs Large 1.20/ Small 1.00
Pollock .40-.55
SandDabs .60
Yellowtail 100-120 count & 160-180 count 1.50-1.55

Ruthie B 9,500/ Seel 11,000/ Jen Chris 14,500/ Prai Torreia 25,600/ Shelagh K 20,000/ Sagres 7,900

TOTAL 88,500 lbs

January 5, 1993

Tuesday

2,500 lbs
28,000 lbs
22,000 lbs
1,000 lbs
200 lbs
30,000 lbs

Haddock Large 1.00/ Scrod 1.00
Cod Large 1.20-1.30 / Markets & Scrods 1.20-1.25
Georges Lemonsole 1.80-2.10/ Large 1.40-1.80/ Small Blackbacks 1.00-1.50 / PW .80-1.00
Dabs Large & Small 1.00/ PW .50
SandDabs .65
Yellowtail 100-120 count 1.20-1.26/ 160-180 count .95-1.50

Helen Marie 12,700/ Valkyrie 13,400/ Ria Aveiro 28,600

TOTAL 54,700 lbs

January 6, 1993

Wednesday

1,600 lbs
18,000 lbs
4,000 lbs
2,000 lbs
28,000 lbs

Haddock Large 1.50-2.00/ Scrod 1.20-2.00
Cod Large & Markets 1.10-2.00 / Scrods 1.00-2.00
Georges Large 2.10/ Small Blackbacks 2.00-3.00 / PW 1.00-2.00
Dabs Large 1.00-2.00/ Small .80-2.00/ PW 2.00
Yellowtail 100-120 count 1.16-1.60/ 160-180 count .80

Sunshine 19,500/ Shannon III 14,300/ T. Luiz 11,400

TOTAL 45,200 lbs

January 7, 1993

Thursday

600 lbs
4,000 lbs
1,000 lbs
1,500 lbs
38,000 lbs

Haddock Large 1.00-2.00/ Scrod 1.00
Cod Large 2.00 / Markets 1.50-2.00 / Scrods 1.20-2.00
Georges Lemonsole 2.00/ Large & Small Blackbacks 2.00
Dabs Large 1.25/ Small 1.00 / PW .90
Yellowtail 100-120 count 1.15-1.20/ 160-180 count .80-.90

Galaxy 10,500/ Sharon Marie 10,000/ Voyager I 12,600/ Humbak 19,600

TOTAL 52,700 lbs

January 8, 1993

Friday

17,000 lbs
600 lbs
4,000 lbs
30,000 lbs

Cod Whale 1.70/ Large 1.30-1.70 / Markets 1.40-1.70 / Scrods 1.20-1.70
Georges Large & Small Blackbacks 2.75
SandDabs .75
Yellowtail 100-120 count 1.55-1.70/ 160-180 count .90-1.20

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TOTAL 150,700 lbs

January 11, 1993
Monday

5,000 lbs
36,000 lbs
15,000 lbs
5,000 lbs
100 lbs
7,000 lbs
97,000 lbs

Haddock Large .80-1.50/ Scrod .60-1.25
Cod Whale 1.20-1.30/ Large & Markets 1.00-1.50 / Scrod 1.00-1.22
Georges Flounder Lemonsale 1.80-2.00/ Large BB 1.40-2.00/ Small BB 1.00-2.00/ PW .60-1.40
Dabs Large 1.00-1.40/ Small .60-1.20/ PW .40-1.00
Pollock .20
Sand Dabs .20-1.00
Yellowtail 100-120 count 1.25-2.00 / 170-180 count 1.00-1.10

Linda Ilda 16,400/ Luzo American I 15,700/ Virginia Sands 17,500/ Lucimar 17,600/ Triunfo 15,000/ My Way 12,600/ Santo Antonio 16,000/ Vila Ilhavo 29,200/ Libby II 11,100/ Sen Viagem 14,700

TOTAL 165,800 lbs

January 12, 1993
Tuesday

4,000 lbs
48,000 lbs
14,000 lbs
6,000 lbs
7,000 lbs
83,000 lbs

Haddock Large .60-2.00/ Scrod .40-2.00
Cod Large .90-1.30/ Markets & Scrod .60-2.00
Georges Flounder Lemonsale 1.20-1.85/ Large BB 1.00-2.35/ Small BB .80-2.35/ PW .60-1.60
Dabs Large .60-2.00/ Small .40-2.00/ PW .20-.60
Sand Dabs .20-1.00
Yellowtail 100-120 count 1.10-1.60 / 170-180 count .43-1.25

Sea Breeze 18,000/ Galacia I 17,700/ Capt Mano 14,600

TOTAL 50,300 lbs

January 13, 1993
Wednesday

2,000 lbs
6,000 lbs
3,000 lbs
1,500 lbs
3,000 lbs
34,000 lbs

Haddock 1.50
Cod Large & Markets & Scrod .80-1.20
Georges Flounder Large BB & Small BB 2.05/ PW 1.00
Dabs Large 1.00/ Small .80/ PW .60
Sand Dabs .20-.40
Yellowtail 100-120 count 1.15 / 170-180 count 1.15

Blue Seas II 14,400/ Sunflower 14,400/ United States 17,000/ Niagara Falls 19,700/ Nauset 7,300

TOTAL 72,800 lbs.

January 14, 1993
Thursday

700 lbs
23,000 lbs
6,000 lbs
700 lbs
500 lbs
1,500 lbs
39,000 lbs

Haddock Large 1.00-1.50/ Scrod 1.50
Cod Large & Markets 1.00-1.20/ Scrod 1.00-1.15
Georges Flounder Lemonsale 1.60/ Large BB 1.40-2.25/ Small BB 1.25-2.15/ PW .60-1.60
Channel Large, Small BB & PW 1.40
Dabs 1.00
Sand Dabs .40
Yellowtail 100-120 count 1.04-1.20 / 170-180 count 1.10-1.30

Calypso 11,200

January 15, 1993
Friday


2,000 lbs
500 lbs
800 lbs
400 lbs
7,700 lbs

Cod Large & Markets 1.20/ Scrod 1.10
Georges Flounder Large BB 1.80/ Small BB 1.50
Dabs Large 1.20/ Small 1.00
Sand Dabs .70
Yellowtail 100-120 count 1.20 / 170-180 count 1.20

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Fluke Regulations Amended To Allow 5,000 Lb Limit

Fishermen who fish directly for summer flounder (fluke) in the spring months can now land 5,000 pounds per trip.

Massachusetts officials amended the stringent regulations which originally called for a 500 pound limit. New Bedford area fishermen and processors opposed that measure and threatened to fish from Rhode Island where the limit was at 5,000 pounds.

Massachusetts Division of Marine Fisheries Director Phil Coates informed fishermen he would seek an emergency amendment which would allow fishermen a 5,000 pound limit up until the total seasonal quota is reached. It is not known what effect fluke by-catch recordings would have on the overall plan.

Under a new federal management plan, states with historical track records of landing fluke have been allocated drastically reduced levels of poundage to harvest for 1993.

The plan calls for Massachusetts fishermen to be allowed to land up to 800,000 pounds of fluke in 1993 with 256,000 pounds coming from the months of January to May. After a public hearing in November, the Massachusetts Division of Marine Fisheries settled on allowing fishermen in the state to land only 500 pounds per trip.

Meanwhile Rhode Island, known for being the largest fluke landing state in the Northeast was allocated just under 2 million pounds of allowable catch.

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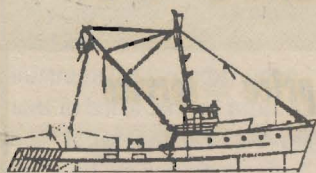
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Weather Service To Shut Down HF Weather Facsimile Transmissions

The National Weather Service (NWS), part of the National Oceanic & Atmospheric Administration (NOAA), is presently the major provider of HF radiofacsimile weather and oceanographic charts to the fishing and maritime community in the Atlantic and Pacific oceans, the Caribbean and the Great Lakes. The NOAA Administrator and the National Weather Service Director are considering shutting down ALL of these HF radiofacsimile broadcasts effective on or about April 1, 1993.

This means that HF radiofax transmitters located at Boston, MA, New Orleans, LA, Rogers City, MI, San Francisco, CA, Kodiak, AK and Honolulu, HI will cease to operate. The termination of these services will affect the safety of all mariners. But

especially hard hit will be the commercial fishermen who have come to rely not only on these weather charts, but on oceanographic data such as sea temperature charts to improve their catches. There will be no NWS graphic data available. At a time when Europe and Asia are expanding weather services in support of fishing, the NWS cutback deals a blow to the U.S. competitive edge in domestic waters.

Gone will be the advantages inherent in the automatic reception of weather charts which are rarely adversely affected by radio noise. But perhaps most of all, gone will be the ability of mariners to make their own independent forecasts. It is vitally important that affected individuals and associations contact

their Representatives and Senators and make their collective voices heard. After April 1, 1993, it will be too late.

You can write to:

Dr. Elbert W. Friday
Assistant Administrator of NOAA
Room 18130
Silver Spring Metro Center Two
1325 East West Highway
Silver Spring MD 20910

and send a copy to:

Dr. H. Suzanne Bolton
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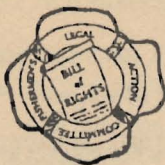
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Fisherman's Legal Action Committee News

By Captain A. Cass, President and C. Morris, Secretary

FLAC welcomes your membership and your support in efforts for the enhancement of fisherman's rights and for the protection of jobs in the fishing industry.

Briefing Briefs

Seafood Coop held a briefing at the Durant Sailloft Inn in December for all seafood representatives to visit with the newly elected and discuss problems in the industry. Mr Bullard would like to see the industry united for manangement purposes. FLAC sees this as a plus. However, unless the non-owner has some rights in some capacity the active fisherman will disappear to corporate greed. There are ideas within the management proposals from Coop which should have a united stance but there are others which would restrict young non-owners from ever realizing a dream. All FLAC asks," Is that in any proposal the facts are dealt with and the lies and faults corrected?

Congressman Barne Frank delivered a discourse on Administrator/Prosecutor/judge practices in enforcement procedures. He said, "Enforcement is playing 'Gotcha' and we can't have this".

President of FLAC, Alan Case pointed out to the group that Amendment TWO (2) or the Fisheries Management Plan is flawed. Amendment TWO was never processed legally, in fact, it did not go to public hearings. I don't know what we can do about this, he said. "Isn't it a shame when a group of individuals (FLAC) is obliged to contact the Attorney General of the United States, to report crime by the governing body: to retrieve our rights. I thought the minutemen did this 200 years ago for us."

Secretary, Caitlin Morris informed the group of the killings of larvae and juvenile fish at one power plant, Brayton Point, Somerset, MA. She quoted from the statistics from the Division of Marine Fisheries Report. She spoke of the between 250 million - 630 million larvae and juvenile fish entrained by the power plant each year and, added, by FLAC calculation that is 200 times more than fisherman, collectively, fish. When you consider 'overfishing' include these statistics in your formula to evaluate who or what may be depleting fish stocks. When FLAC representatives approach the advisory council we implore them to consider the impact of power plants on the

fisheries and say to them if they are for conservation, shut down the power plants then restrict fishing as needed.

Congressman Con

FLAC received a letter from Congressman Barney Frank stating he does not intend to support FLAC's position on the self-employment status of the non-owner fishermen. FLAC says they are employees. Rep. Frank goes on to say in his veiw, back taxes would be a very unfair burden for people (FLAC wants to know which people) in this situation and would cause a very serious problem for an area of our state which is already experiencing economic difficulties. Rep. Frank says at this point I intend, in the absence of any information that might change my mind, to pursue legislation which would follow S.1603. S.1603 is the final draft of the bill changing the number of men to ten from nine and setting the per, for per men, to \$100 (one hundred dollars) and still remain self employed.

While Rep. Frank says many people in the New Bedford area disagree with FLAC's position and

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prefer the solution embodied in S.1603.

FLAC's sensitivity to economic hardship brought us to the realization of the majority of non-owner fisherman and their families who suffer the consequences of paying back taxes with overly burdensome pay schedules.

How can it be, in this day and age, that certain fishermen are excluded from this tax requirement? This is ludicrous and must be adjusted to an all inclusive indiscriminate tax plan by implementing a fair, equitable and reasonable tax solution for all parties.

It is equally important to note that in discussion with Rep. Frank that he had not heard from anyone else on employee status. We urge all SIU members to go to the union hall and ask that your union support you as employees and not continue to support the existing charade.

Settlement House Heist

FLAC in keeping with educating our members, is supplying the copy of the laws governing a fisherman's pay/wages. Questions regarding interpretation should be addressed to FLAC's Legal Liason or to an attorney of your choice. Report any holding of wages to FLAC and we will investigate it for you and direct information to you and to the proper authorities as nessescary

PROTECTION AND RELIEF 46 Uscs § 11108, n 1

§11108. Taxes

Wages due or accruing to a master or seaman on a vessel in the foreign, coastwise, intercoastal, interstate, or noncontiguous trade or an individual employed on a fishing vessel or any fish processing vessel may not be

withheld under the tax laws of a State or a political subdivision of a State. However, this section does not prohibit withholding wages of a seaman on a vessel in the coastwise trade between ports in the same State if the withholding is under a voluntary agreement between the seaman and the employer of the seaman. (Aug. 26, 1983, P. L. 98-89, § 1, 97 Stat. 580; July 17, 1984, P. L. 98-364, Title IV, § 402(14), 98 Stat. 450.)

HISTORY; ANCILLARY LAWS AND DIRECTIVES

Prior law and revision:
Revised Section Source (USCS)
1110846:601

Section 11108 prohibits the mandatory withholding of state or local taxes from crewmembers on certain specified vessels. It permits, however, voluntary withholding agreements.

Amendments:

1984. Act July 17, 1984 substituted "an individual employed on a fishing vessel or any fish processing vessel" for "a fisherman employed on a fishing vessel".

RESEARCH GUIDE

§ 11109. Attachment of wages

(a) Wages due or accruing to a master or seaman are not subject to attachment or arrestment from any court, except for an order of a court about the payment by a master or seaman of any part of the master's or seaman's wages for the support and maintenance of the spouse or minor children of the master or seaman, or both. A payment of wages to a master or seaman is valid, notwithstanding any prior sale or assignment of wages or any attachment, encumbrance, or arrestment of the wages.

(b) An assignment or sale of wages or salvage made before the payment of wages does not bind the party making it, except allotments authorized by section 10315 of this title [46 USCS § 10315].

(c) This section applies to an individual employed on a fishing vessel or any fish processing vessel. (Aug. 26, 1983, P. L. 98-89, § 1, 97 Stat. 580; July 17, 1984, P. L. 98-364,

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Title IV, § 402(15), 98 Stat. 450.)

PROTECTION AND RELIEF **46 USCS § 11109, n 1**

HISTORY; ANCILLARY LAWS AND DIRECTIVES

Prior law and revision:

Revised Section Source (USCS)
11109 46:601

Section 11109 limits the attachment of a seaman's wages and establishes certain rules for the assignment of a seaman's wages. It also applies to fishermen on fishing vessels.

Amendments:

1984. Act July 17, 1984 substituted subsec. (c) for one which read: "This section applies to a fisherman on a fishing vessel."

New Bedford Host

The Coastal Resource Advisory Board (Advisors to Coastal Zone

Management) agreed to hold their January meeting at Twin Piers Restaurant on Homer's Wharf, at the invitation of Caitlin Morris. Caitlin was appointed to CRAB in Spring of 1909. Planned speaker is Alan Cass, FLAC president. Invited guests include Chuck Connor, DMF; Mark Russo, New Bedford City Planning Director; Elizabeth Bettencourt and Scott Alfonse, New Bedford Environmental Planner and Kristie Kapp, Regional Coordinator, southeast Office, MCZM.

Line Of Fire

The Hague Line has been a source of stress and economic sorrow for many fishermen since the Third World Court decision. The UNITED STATES was given GEORGES BANK by The TREATY OF GHENT in 1817 as reparations for the war of

1812. The actual line on the treaty giving fishing and economical rights to the citizens of the U.S. runs from the east coast of Florida to Nova Scotia. This area includes Georges, Browns, and parts of Grands Banks and all of the Gulf of Maine. FLAC is investigating the process to see if these facts were ever introduced to the Third World Court and may be a basis for an appeal and injunction against further harassment of vessels fishing near or over an imaginary line.

FLAC is accepting membership at \$10/month or \$120/year. Donations are also gratefully accepted. Thank you for your continuing support. P.O. Box 213, Fairhaven, MA 02719 Tel: 508-998-1329 Fax: 992-7448

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Poached Haddock With Butter Sauce

- | | |
|-------------------------|------------------|
| 1 pound haddock fillets | 1 small bay leaf |
| 1 thick slice onion | 4 peppercorns |
| 1 thick slice lime | water |
| 1/2 teaspoon salt | Lime Butter |

Place haddock in large skillet with tight-fitting lid. Add onion, lime, salt, bay leaf and peppercorns. Pour in just enough water to cover; bring to boil. Reduce heat and simmer, covered, 6 minutes or until haddock flakes easily when tested with a fork. Transfer haddock to serving platter and spread with Lime Butter. *Makes 4 to 5 servings.*

Lime Butter: Combine 2 tablespoons softened butter or margarine with 1-1/2 teaspoons lime juice and 1 teaspoon grated lime peel; blend thoroughly. Makes about 3 tablespoons.

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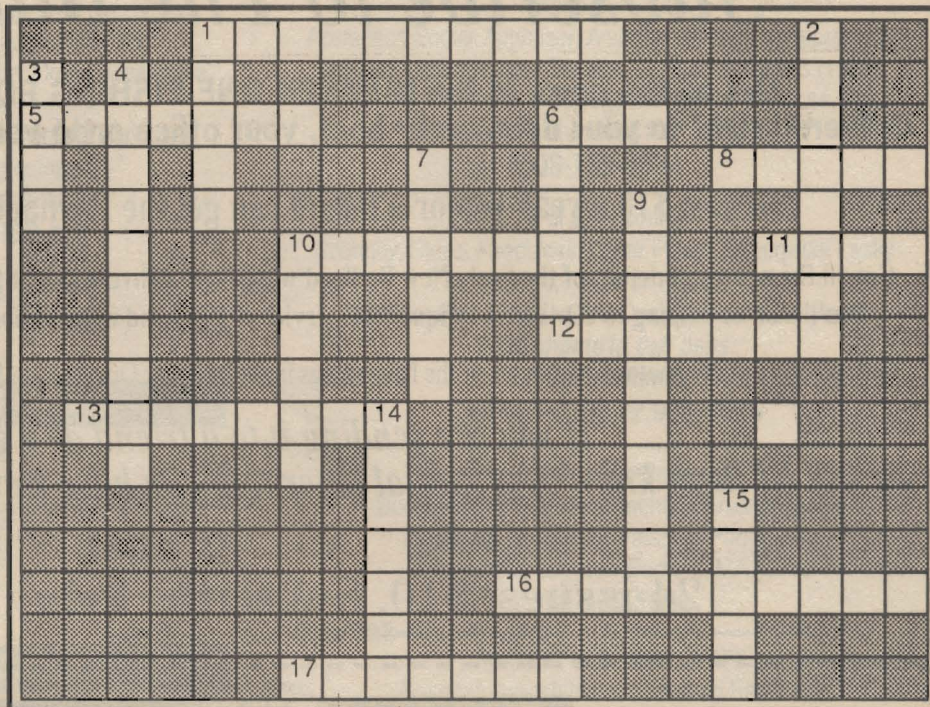
Wordgame...

To Pass the Time in The Wheelhouse

Fish Auction Puzzle

ACROSS

- 1 One who prepares fish for market
- 5 A sale to the highest bidder
- 6 Offer for an auctioned item
- 8 The size of fish
- 10 A new telephone service to give boat prices/landings
- 11 #1 value in the country
- 12 A group of fundamentally identical fish
- 13 A type of boat in which a net is drawn on the bottom of the ocean
- 16 Payment
- 17 Atlantic codlike fish



DOWN

- 1 An amount which something is sold
- 2 Bivalve mollusk
- 3 "to — from the port whence she comes"
- 4 A boat known as a highliner
- 6 Purchaser
- 7 To remove from a vessel
- 9 A location where fishing commerce takes place
- 10 A new fax service to receive daily auction prices
- 14 A type of food which is delicious and healthy
- 15 New Bedford's seafood; not spoiled

Answer on page 29



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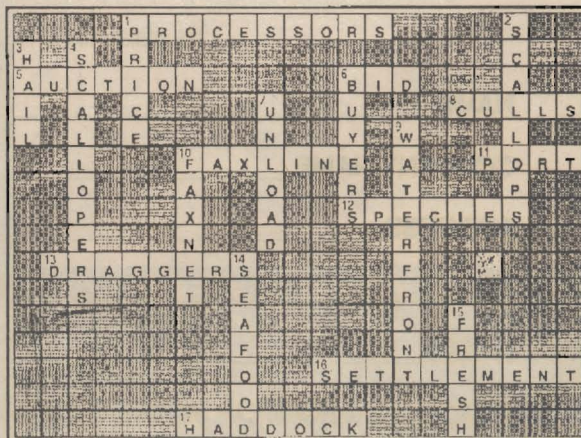
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Answer to Game Page 27



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Guarda Costeira

By José Vinagre

Há quem diga que hoje em dia para se poder interpretada qualquer documento, por mais simples que ele pareça, é preciso contractar um Advogado de Filadelfia, ou tirar um curso de direito na universidade de Harvard.

A Guarda Costeira acaba de preparar um desses documentos. 16 páginas de regulamentos de segurança e de protecção ao ambiente, o qual eles pedem que se leia e se ofereça comentários até ao dia 28 de Fevereiro próximo. Não há planos para apresentar o documento para clarificação ou comentários em reuniões publicas.

Segurança das tripulações é de máxima importancia, e há elementos neste documento que fazem bastante sentido, contudo há bastante linguagem no documento que se torna difícil de interpretar e que pode até ser mal interpretada.

Jangadas adequadas, boias e fatos de salvação, alarmes que funcionam, escotilhas e porões bem selados fazem parte do bom apetrechamento duma nave, no entanto é necessário que as directrizes sejam bastante claras para se poderem seguir devidamente.

Sabemos que tudo isto é feito com boa intensão, contudo também sabemos que estes regulamentos foram escritos por pessoas que não têm que se preocupar se os participantes estão em posições financeiras para poderem acarretar com essas novas responsabilidades.

Muitos dos regulamentos apresentados neste (novo) documento, já se encontram nos livros há muito tempo, contudo agora vêm vestidos duma forma um pouco diferente.

Seria bom que a Guarda Costeira abrisse o documento em reuniões publicas, para pelo menos ilucidar mais claramente os quês e os porquês deste labirinto linguistico.

Todos os interessados devem fazer-se ouvir sobre este assunto, não vamos depois andar de porta em porta correndo atrás dos advogados de Filadelfia quando as multas são aplicadas por falta de clarificação própria.

Um periodo de educação e troca de ideias, será muito benéfico em melhorar a causa da segurança maritima.

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POR SI, ELES "LUTARÃO" COMO MAIS NINGUEM.

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